

DEPARTMENT OF COMMERCE
BUREAU OF FISHERIES
WASHINGTON
RETURN AFTER FIVE DAYS

Disasters & wrecks

Salmon

1914

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300

Disasters & wrecks

Disasters

Kiua Island cannery burned
Oct. 21, 1914.

See Pac. F. Nov. 1914, p. 85.

5,000 to 7,000 cases
destroyed, Loss \$80,000

Disaster

(Br. Bay P/Ky Co)

Bark Paramita ^{stranded} ~~went ashore~~ ^{May 14,} ~~at~~ ^{1914,}
at ~~Lost Harbor~~, Akum Island. Br. Har.
Rpt.

See Pac. F. June, 1914, p. 27.

Lost en route to Cannery at ~~North~~ Nukunuk
Bristol Bay P/Ky Co

Lost Harbor on Akum Id

Vessel total loss \$18,000
Also Empty cans, tin plate, ^{noted} box shooks, Coal & other cargo
Total loss 49,500

Tonnage 1444 net
built in Maine in 1879.

COAST SHIPPING AND TRANSPORTATION NEWS

PARAMITA'S CREW ARRIVES IN PORT

Wreck Is Second Disaster for Vessel's Master, Capt. N. Wagner.

LOST STAR OF BENGAL.

Big Square-Rigger Went Down With Toll of 111 Lives in South-eastern Alaska.

Pursued by ill fate for the greater part of his seafaring career, yet able to boast of a charmed life, Capt. Nicholas Wagner, a sailing ship master of many years' experience, reached port at 4 o'clock yesterday morning from the North at the head of another band of shipwrecked mariners. He came to Seattle this time with forty-four members of the crew of the cannery bark Paramita to report to the United States shipping commissioner on the loss of the big square-rigger off the western shores of Akun Island, Eastern Aleutians.

Was on Star of Bengal.

Just six years ago Capt. Wagner was here to report a similar disaster, but one resulting in an appalling loss of life. The same Nicholas Wagner was master of the cannery bark Star of Bengal, which on September 20, 1908, was lost off Helm point, on the South-eastern end of Coronation island, with a death toll of 111 lives, including ninety-six Orientals and fifteen white men. Many were drowned, others killed or maimed by the great mass of wreckage, and the beach was covered with mutilated corpses.

It was found necessary to bury many of the dead Orientals on the shore near the scene of the wreck.

The Star of Bengal was bound from Wrangell, Alaska, for San Francisco at the close of the cannery season, and had a full cargo of canned salmon aboard when she met disaster. She left the cannery at Wrangell in tow of the tugs Hattie Gage and Kayak. The big sailing craft had to be taken through Sumner straits to get to the ocean.

Met Terrible Gales.

She had gone only a short distance when terrific gales were encountered, and the towboat captains were forced to cut the hawsers, the ship going to her doom on the rocky shore. Capt. Wagner was one of the twenty-seven men who escaped with their lives out of a total of 138 men aboard the vessel.

Heading the second party of shipwrecked mariners, he has brought to port in the past six years, Capt. Wagner arrived in Seattle at 4 o'clock yesterday morning aboard the Alaska Steamship Company's liner Northwestern.

Mate Stands by Vessel.

Forty-four men out of a total of 175 who sailed from San Francisco April 17 for Kogging, at the mouth of the Kvichak river, Bristol bay, reached Seattle yesterday in charge of Capt. Wagner.

Ten men, in charge of Mate C. Waddell, were left standing by the bark, and the cannery men were taken to Kogging aboard the United States revenue cutter Unalaga. They took canvas from the stranded vessel, and have established a camp ashore. Mate Waddell and his men will strip the Paramita of all that is valuable on her.

Goes on the Rocks.

On the ill-fated voyage fine weather had been experienced until the Paramita was off Ugumok island, when heavy fog was encountered. Here the vessel was holed to from 10:30 on the night of May 12 until 12:50 on the morning of May 14, when the anchors were dropped to prevent drifting. A heavy wind was blowing, and soon the bark began to trail her anchors, striking on the rocks. She was soon floundered, but had sustained severe damage and began to leak freely. A shipment of lime in the bark's hold became ignited and there was grave danger of the vessel being destroyed by fire.

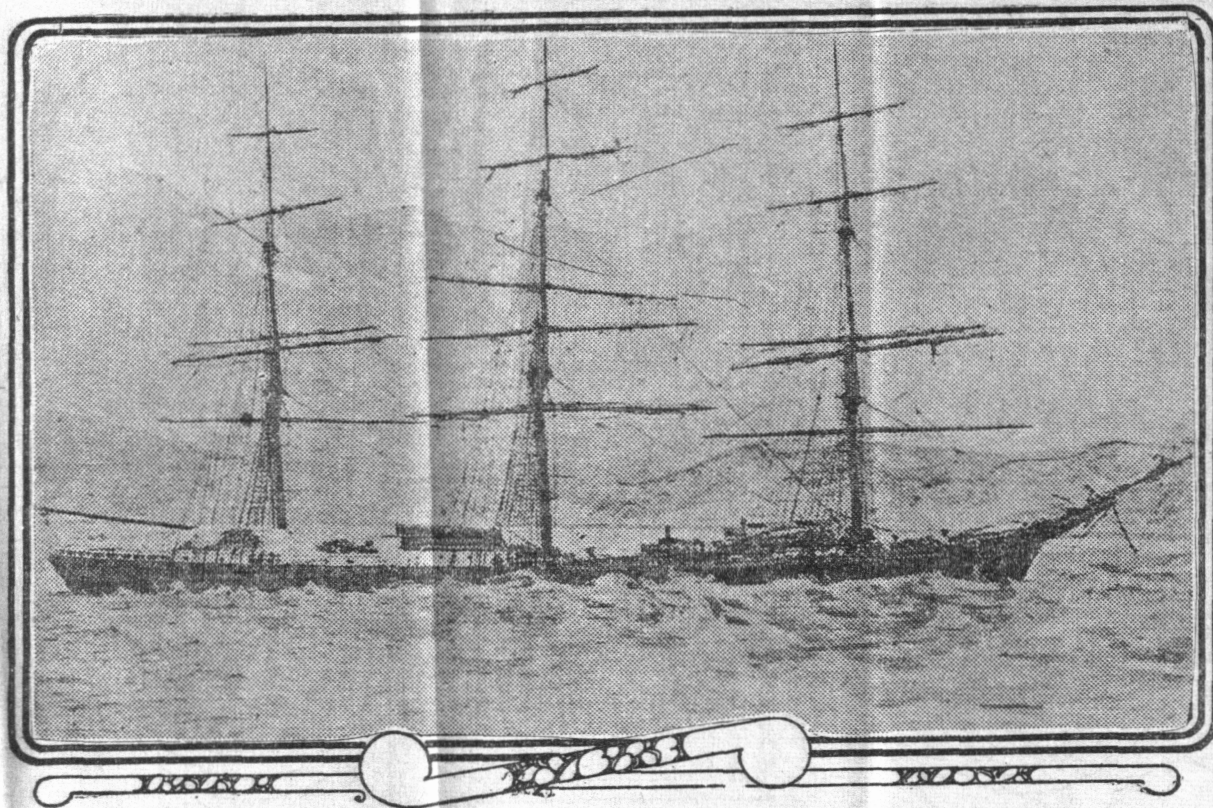
Capt. Wagner first headed the Paramita for Unalaska and then for Akun Island, and finally, stopping the pumps to allow the water to gain on the fire in the hold, headed her for Lost Harbor, where she was beached.

After the Paramita had been put ashore, Capt. Wagner and L. A. Peterson, president of the Bristol Bay Cannery Company, owners of the bark, went to Unalaska in a launch which they had aboard the Paramita.

Revenue Cutters to Rescue.

The wireless station at Unalaska got in touch with the United States revenue cutters Tahoma, Unalaga and Manning and the cruiser Buffalo, and they were soon at the scene of the wreck. Divers from the Buffalo found that the bottom of the Paramita had been badly damaged and she could not be saved. Before the condition of the bark had been discovered it had been planned to tow her to the cannery station at Bristol bay and discharge her cargo. However, when the divers reported on the broken planking in the bottom of the vessel, this was abandoned. In the meantime the Paramita will rest on the shores of Akun Island until the wintry seas reduce her to wreckage.

Bark Paramita Awaits the Coming of Wintry Seas to End Her Long Career



Bark Paramita Ashore off Akun Island, Eastern Aleutians.

ALASKA CANNERY BURNS.

Loss of Kulu Packing Company Is Placed at \$80,000.

Special Cable to The Post-Intelligencer.

WRANGELL, Alaska, Oct. 22.—The salmon cannery and warehouse owned by the Kulu Island Packing Company at Port Beauders, on the lower end of Kulu Island in the Alexander archipelago, was destroyed by fire today. Between 5,000 and 7,000 cases of salmon were ruined. The total loss is estimated at \$80,000.

L. P. Hunt, of Seattle, is president and principal owner of the Kulu Island Packing Company. Most of the loss is covered by insurance.

SURVIVORS OF BARK PARAMITA IN PORT

Northwestern Brings Captain and Crew Who Tell Story of Hardship on Cliff-Bound Coasts of Alaska

The captain and crew of the bark Paramita, which was wrecked on Ugumok Island a few days ago, arrived in Seattle today on the Northwestern.

According to the story of Capt. Nicholas Wagner of the Paramita, the bark was three days in a dense fog, and it was impossible during the whole time to see the sun or to get bearings.

The Paramita hove to, waiting for the lifting of the fog, but the current and the wind drove her against a high rocky cliff in spite of her anchors. The wind was dead on and the tide began to drop. There was no way to escape from the ship to the land as the cliff was perpendicular.

The wind shifted in a short time, however, and the bark managed to sail out. It was necessary to go through a narrow pass and the Paramita struck, but she got out without much trouble. Soon it was discovered that she was taking water, so she headed for Unalaska. The leak became so threatening that she changed her course for the nearer port, Akun Island.

The wind veered so that she could not make this harbor, and ran before the wind for Lost Harbor. There she was beached. There were 45 sailors on board and 15 Chinese. She was a cannery bark bound for the cannery of the Bristol Bay Packing Co., at Bristol Bay. The Chinese went to Nakuck on the revenue cutter Unalaga, and the sailors came South, arriving in Seattle today.

Much of the machinery and cargo of the wrecked boat may be saved, it is thought.

One of the dangers that threatened to cause the complete loss of the Paramita was the fire in her hold. When she began to leak the lime gave considerable trouble before a fire was averted.

North Star Goes Ashore.

Special to The Post-Intelligencer.

ASTORIA, Or., June 24.—W. F. McGregor received a letter this morning from Superintendent Bristolow, of the Alaska Fishermen's Packing Company's cannery on Bristol bay. The writer, who went North on the steamer North Star, says he had an exceptionally rough trip.

Previous to reaching Unimak pass the steamer ran aground, where she had a narrow escape from being lost. Later she was compelled to lay two or three days in a terrific gale, and while there lost an anchor. After the storm her deck and tanks were found to be leaking, and the steamer went into Chignik for repairs.

Mr. Bristolow says that every one connected with the cannery force is well. There are 175 white men and ninety Chinese. No injury was done to any of the canneries by the winter gales, and he looks forward to an exceptionally good season, although at that date, June 1, the season had not opened. Later advice received from the North were that the run of king salmon started on June 12, much earlier than customary.

ALONG THE WATERFRONT

CANNERY TENDER'S CREW IN DANGER

Hundred and Seventy-Five Men Aboard Paramita Have Narrow Escape From Death in Northern Sea.

CAPTAIN'S BRAVERY SAVES THEIR LIVES

Series of Disasters Overtake Sailing Craft During Three Days She Is Fighting Out Storm.

PURSUED for three days by a series of disasters that reached a startling climax when fire broke out in the doomed ship and it was necessary to stop the pumps so that the water could rise in the hold until it had quenched the flames, the 175 men aboard the cannery bark Paramita, wrecked in the Aleutian Islands, reached land only after they had given themselves up for lost several times. Before the fire broke out the Paramita had ripped a hole in her bottom on a sunken rock off Ugumok Island in Unimak Pass.

Several members of the crew declare that all aboard owe their lives to L. A. Peterson, president of the Bristol Bay Cannery Company, of San Francisco, owners of the ship. Peterson, who went North on the bark, it is declared, asserted his authority at a moment when all seemed doomed and gave an order that brought temporary safety to the vessel.

The foregoing is the outline of a stirring tale of the Northern sea brought by Capt. Nicholas Wagner of the forty-five sailors and fishermen of the ill-fated bark, who arrived in Seattle this morning on the Alaska Steamship Company's liner Northwestern.

The Paramita sailed April 17 from San Francisco for the company's cannery at Naknek, Bristol Bay. For nearly three days before the vessel found herself almost ashore on Ugumok Island, Captain Wagner had been unable to take sights, he declared, because of fog and haze that blanketed the sea.

At 1 o'clock the morning of May 12, however, Ugumok Island suddenly loomed out of the mists so close that Captain Wagner had to drop both anchors. A heavy wind was blowing ashore and, tormented by its powerful gusts and a heavy pounding sea, the bark began to trail her anchors.

Wagner headed the vessel for Unalaska, but the water gained so steadily on the pumps that he saw he could never make that port. He then changed his course for Akun Island, but the wind, which blew in recurrent gales, was against him. In the meantime the water in the hold was rising rapidly, and a shipment of lime that formed part of the cargo caught fire.

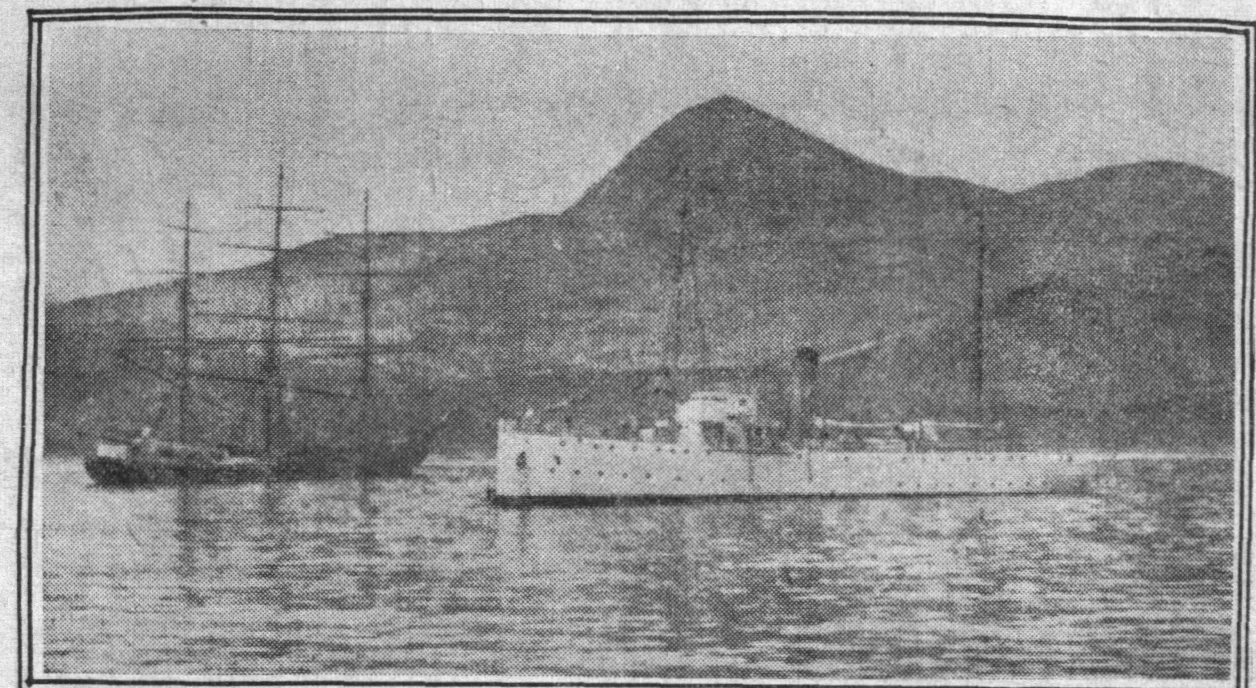
When he saw the smoke rising from the hatches, Captain Wagner headed the bark for Lost Harbor, Akun Island, after giving the order to stop the pumps, and by skillful maneuvering, Wagner drove his vessel ashore in Lost Harbor. When she touched bottom she had twelve feet of water in her hold.

The Paramita was beached the morning of May 14. Captain Wagner rowed to Unalaska in a small boat to summon the revenue cutters. Unknown to him the Tahoma and Unalaga were anchored in a small bay a short distance from Lost Harbor. It took him fifteen hours to row to Unalaska and from there wireless orders were sent to the cutters to go to the rescue of the bark. Wagner then returned to the scene. In the meantime great seas continually threatened the ship and all on board with destruction.

The morning of May 17 the bark broke in two. Pounding waves and the danger of the vessel breaking up at any moment, finally drove the sailors and fishermen ashore, and the entire company camped out on the beach until May 23, when the revenue cutter Unalaga left with Peterson, a number of the fishermen and the Chinese crew of the company's cannery at Naknek. The Tahoma took Wagner and the rest of the fishermen and sailors to Unalaska, where they caught the steamship Dora for Seward. At Seward they transferred to the Northwestern.

The revenue cutters stood by the ship from the time of their arrival until their departure with the crew. Divers examined the hull of the Paramita, but found she would be a total loss. A large part of the cargo, however, can be saved.

FIRST PICTURES OF WRECK OF BARK PARAMITA WHICH STRUCK ROCK IN UNIMAK PASS ON MAY 14



Above is shown the cannery bark Paramita aground in Lost Harbor, where she was beached after striking a rock in Unimak Pass on the morning of May 14. The United States revenue cutter Tahoma is standing by. Below, transferring the cargo of the bark to the Tahoma.

DEPARTMENT OF COMMERCE

1914

In the Bristol Bay region
five fishermen were drowned,
while in central Alaska two
cannery employes ~~also~~ ^{were} lost ~~in~~
in this manner. In the southeast
Alaska three men were
drowned.

Other accd

Seattle P.I. 6/17/15
Weather Today: Fair.
Yesterday: High 76, low 54. Clear.

VOL. LXVI., NO. 33.

WRECK VICTIMS RESCUED

Thirty-Five Survivors of Cannery Ship Paramita, Lost on Akun Island, Bleak Land on Unimak Pass, Saved by Dora, Being Taken to Seward.

NEWS IS FLASHED IN BRIEF WIRELESS NOTE.

Meager Messages From Little Craft Operating to Westward and Itself Stormbound in Port Dick, Say Marine Disaster Occurred in Lost Harbor Early in Last May.

By Cable to the Associated Press.
SEWARD, Alaska, June 16.—Wireless messages received here tonight from the steamer Dora, which is stormbound at Port Dick, on the outer coast of Kenai peninsula, eighty miles from here, state that the Dora has aboard thirty-five survivors of the wreck of the ship Paramita. The messages state that the Paramita was wrecked in Lost harbor early in May. Whether any lives were lost or what were the experiences of the survivors before they were taken aboard the Dora is not stated in the messages.

The Paramita is listed in Lloyd's as a wooden vessel of 1,583 tons, 216 feet in length. She was built at Freeport, Me., in 1879, and her home port was San Francisco. E. C. Soule & Brothers are given as owners. It is stated that the Paramita was under charter to the Red Salmon Packing Company.

Lost harbor indents the western shore of Akun island, Krenitzin group, East Aleutians. Akun island forms the western side of the Unimak pass route used by cannery ships bound from Puget sound to Bristol bay points. It is over 700 miles southwest of Seward.

9/27/14.
COAST SHIPYARDS
MOODY'S CREW AID
DESTITUTE FAMILY

Hear Widow of Fisherman Is Destitute and Dig Deep in Pockets.

REAL SHOWER OF SILVER.

Basket Is Filled With Money by Men Just Back From the North—Ship Wins Interesting Race.

Bringing a cargo of 51,000 cases of canned salmon, the pack of the Kenai, Cook inlet cannery of the Northwestern Fisheries Company, the full-rigged American ship Charles E. Moody, Capt. A. Henry Peterson, reached Seattle yesterday morning. Aboard the Moody were 125 men all told, including the ship's crew, fishermen and cannerymen, who have spent the summer in the North.

Capt. Peterson, who was formerly a deputy in the office of the United States shipping commissioner, and returned to the sea last spring with the sailing of the big square-rigger for Kenai, made a splendid passage from Cook inlet.

Race to Cape Flattery.

Towing to sea within an hour of the ship Abner Coburn, of Libby, McNeill & Libby, the Moody won an interesting race to Cape Flattery, arriving off the entrance to the straits just one day ahead of the Coburn.

With the exception of a southeast gale, lasting about twelve hours, during which the ship got down to her main lower topsail and spanker, pleasant weather prevailed on the homeward voyage.

Not a vessel was sighted by Capt. Peterson until he reached Cape Beale, when the ship William P. Frye, bound from Baltimore for the Puget sound navy yard with a cargo of coal, was spoken.

Aid Fisherman's Widow.

While the fishermen, sailors and cannery employes were being paid off at the office of the United States shipping commissioner they learned of the death by drowning of Nestor Johnson and Axel Saari, fishermen employed by the Libby, McNeill & Libby cannery at Nushagak, Bristol bay. They were told that Mrs. Albina Johnson, widow of Nestor Johnson, and three small children, living at 816 Summit street, Aberdeen, were destitute. It was suggested that a fund be raised for the Johnson family, and sailors, cannerymen and fishermen alike dug deep into their pockets. A wire desk basket was nearly full of silver when the last of the 125 men had received their pay for the summer's work in the North.

Found Strapped to Dory.

The two men were missed when the fishermen returned to the cannery from their day's work on June 5, and were believed to have been blown to sea. A few days later, however, an overturned dory drifted on the beach near the mouth of the Nushagak river. Johnson's body was fastened to it by a strap around the wrist. He had evidently, after a long struggle, died of exhaustion, following the capsizing of the boat and the drowning of Saari.

The Moody was brought up the Sound in tow of the tug Tyee, of the Puget Sound Tug Boat Company. She docked at pier 10, where her cargo of canned salmon will be discharged.

Whalers Reach Port.

The whaling steamers Star I, Star II, and Star III, of the United States Whaling Company, reached the Sound yesterday and last night and went to Eagle harbor, where they will be laid up for the winter. The vessels had a fair season bagging a total of about 170 whales. Of this number about fifty are sperm whales, while the rest are humpbacks, finbacks and sulphur bottoms. The vessels were operated with the company's station at Port Armstrong as a base.

Seattle Times
July 17, 1914
COAST SHIPYARDS
MAY BUILD FLEET

Firms on Pacific Side Have Good Chance to Construct Vessels Government Wants for Alaska Service.

MAY ALSO GET SOME FOR GEODETIC SURVEY

Secretary of Commerce Redfield Assures Representative Humphrey He Would Like Them Launched Here.

Pacific Coast shipbuilding concerns stand an excellent chance of capturing all the government contracts for the construction of the Alaska fisheries vessels and the craft to be built for the coast and geodetic survey—at least those of the latter which will be in service on the Pacific. With keen competition, as is expected, owing to the slack conditions in the shipyards of the East, it is anticipated that the government will be able to obtain very reasonable bids, but even with the longer workday in effect as a rule on the Atlantic and reckoning even with the higher wage schedule paid on the Pacific, Coast bidders have the advantage of the cost of bringing the new vessels down the Atlantic Coast and through the Panama Canal to the territory in which they will be utilized.

Answering a letter written him by Representative William E. Humphrey, Secretary William C. Redfield of the department of commerce, has advised the Seattle congressman that Pacific Coast shipbuilders will be asked to submit tenders. W. W. Jermaine, The Times' correspondent at Washington, D. C., in a telegram today, quotes the following paragraph from Secretary Redfield's letter to the representative:

"Instructions have been given to take Pacific Coast bids for vessels for the Alaska fisheries service and for vessels for the coast survey service on the Pacific Coast. Nothing would please me more than to have one or more of them constructed there, if the price and the time and other essentials shall make that possible."